



**Federal Aviation  
Administration**

**Russ Chew 1-800-FAA-NEWS Phone Message  
February 24, 2006**

**Hello, this is Russ Chew with this week's update for February 24th.**

Last week, we announced that we are offering voluntary early retirement to all eligible ATO bargaining and non-bargaining unit employees in regional offices. This announcement follows similar offers made to employees last November, December, and this January. Applications are now being accepted and must be received by April 14th. For more information, contact your regional Human Resource Management Division, or check ATO Online.

It is our hope that this voluntary early retirement offer will help ease the impact of restructuring into Eastern, Central, and Western consolidated service areas. The ATO Transition Team has completed briefings on the restructuring to PASS and NATCA leadership. A second round of briefings to employees is scheduled to begin the week of April 1st.

This realignment will reduce our regional overhead and produce savings of about four hundred million dollars over the next ten years. This savings is more important than ever. While we have reduced the unit costs of our operation and improved productivity, these savings are not nearly enough to offset the funding shortfalls for 2006 and beyond – made even more challenging by the 1% government wide budget rescission.

On our operational performance goals, I'm pleased to report that our Average Daily Airport Capacity number for the thirty-five OEP airports turned green last week. By keeping up our airport arrival and departure call rates as high as possible, we are now meeting this year's goal of an average airport capacity of 101,196 arrivals and departures per day.

Several factors contributed to reaching our goal, including the increased emphasis on improving the accuracy of our call rates; new runway openings in Minneapolis and Cincinnati; improving the use of the runways at Fort Lauderdale; and overall better weather.

Finally, I'd like to pass along my thanks to our air traffic controllers at Oakland Center. Oakland Center reduced operational errors from 23 to 9, even as traffic

flow and airspace were redesigned, procedures refined, computer systems upgraded, and controllers retrained.

Also, I'd like to thank Air Traffic Manager Randy Park; Dave Maynard and Automation Specialist Bob Hansen for their work making the Ocean 21 and the ATOP activities a success; Jim Spillane and Scott Conde for their work on URET, and to Automation Specialist Dave Hatt for the hundreds of lines of code changes that made the Northern California TRACON project possible.

That's it for this week. Thanks for listening, and I'll talk to you again next week.